ABSTRACT OF THE DISCLOSURE

A control apparatus for an engine increases an intake air quantity just before engine stop to increase a compression pressure in a compression stroke. As the compression pressure is increased, a negative torque in the compression stroke increases and obstructs engine rotation, and brakes the engine rotation. Thus, a range of crank angle, in which torque is below engine friction, that is, in which engine rotation can be stopped, is reduced. As a result, variation in engine rotation stop position is reduced to be within a small range of crank angle. Information of engine rotation stop position is stored, and the stored information of engine rotation stop position is used at the start of an engine to accurately determine an initial injection cylinder and an initial ignition cylinder to start the engine.